Saskatoonlets

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SASKATCHEWAN

SEPTEMBER, 1910

LOOSE LEAF
MANUFACTURERS

Our Argument

EVEN admitting the exceptional nature of our opportunities, it is humbly submitted that what we have made of them in little over six short years, merits no reproach.

In 1903, Saskatoon's population was only 113: to-day, we have over 14,000 people.

Such phenomenal development does not happen by chance.

NOW, in the west, a city grows in proportion to the development of its tributary territory. Again, the value of the natural resources possessed by such territory is indicated by the rapidity and volume of settlement it attracts. Saskatoon and district illustrate the foregoing with peculiar aptness.

Admitting the general development of a city and its district to be in proportion to the demonstrated value of the latter's natural resources; admitting also that the greater these resources the swifter such development;—and, further, agreeing that development involves population which in turn means business, does it not follow that any centre of supply—such as Saskatoon—should recommend itself for the establishment of wholesalers and manufacturers merely in proportion to the swiftness of its growth?

NO CITY IN THE ENTIRE BRITISH EMPIRE CAN SHOW ANYTHING LIKE SASKATOON'S EXTRAORDINARY RECORD OF PROGRESS !!

NOTE—Kindly re-read the above.

All this did Enterprise and Public Spirit accomplish in but SIX SHORT YEARS!

Saskatoon has:

NO OLD INHABITANTS to hinder progress.
An Honest, Far-sighted City Council.
An active, enterprising Board of Trade.
The strongest Strategic Geographical Location in the West—See any Map
An exquisite natural charm.
A magnificent, swift River of Purest Water.
Over 14,000 Population, moved but by
One Impulse—the City's Good.
Four Bridges over the River.
Three Trunk Railways.
Nine different Operating Railway Outlets, controlling
45,000 square miles Wholesale Distributing Territory, embracing upwards of 175 thriving Towns and Villages;—and

70,000 square miles Distributing Area on Local Manufactures.

Over 100 Wholesalers now Distributing from Saskatoon, of which 50 are in Implements.

A well-awakened Industrial Life—See elsewhere.
Sixteen Passenger trains Daily arriving and departing at her Three Railway Stations.
Eleven Mails received each Day by Post Office.
Highly Modern Sewer and Water Systems.
17.65 Miles of Sewers.
18.80 Miles of Water Mains.
The Latest and Best Fire Equipment Procurable.
Three Fire Halls.
Two Hundred Fire Hydrants.
Municipal Light and Power Plants.
9.75 miles Concrete Sidewalks.
8.20 miles Wooden Sidewalks.

Ten Modern Hotels—Another $300,000 Hotel just Commenced.
Fourteen Places of Worship.
SASKATCHEWAN PROVINCIAL UNIVERSITY. Now building.
SASKATCHEWAN PROVINCIAL AGRICULTURAL COLLEGE. Now Building.
SASKATCHEWAN PROVINCIAL AGRICULTURAL COLLEGE FARM Cropped 1910.
1,333 acres absorbed by above Institutions.
Collegiate Institute, cost over $125,000.
Five Splendid Modern Schools.
About 1,500 Scholars in Attendance.
Municipally Owned and Operated Hospital—the first in the West; the second in the Entire Dominion.
St. Paul's Hospital—Grey Nuns.
Maternity Hospital.
Four City Parks—Embracing 278.86 acres.

Thirteen Banks.
Two High Class Daily Newspapers.
Three Good Weeklies.
Automatic Telephone—First installed in Canada,
Long Distance Telephone—Connections in all Directions.
Court House.
Lands Titles Office
Dominion Lands Office—Controlling splendid District.
Masonic Temple.
Labor Temple—Building shortly.
Opera House.
Three Amusement Halls.
R. N. W. Mounted Police District Post.
A Light Horse Company.
Two Infantry Companies.
Over Twenty Fraternal Societies.

One City Club.
Most Picturesque Fair Grounds in the West.
The Earliest, Fastest Race Track in the West.
Two Good Bands.
Philharmonic Society, Winner of Highest Provincial Honors.
Dramatic Society.
Amateur Operatic Society.
Rifle Association.
Gun Club.
Golf Club.
Etc., Etc., Etc.

Saskatoon is a Beautiful, Healthy, Happy City—
Happy, because its people are Prosperous

Building Statistics

1907	1908	1909	1910
$377,211	$115,625	$1,002,055	Will aggregate about $3,000,000

City Assessment

1906	1907	1908	1909	1910
$2,517,145	$6,621,337	$7,450,135	$8,156,357	$10,748,639

Population

1903	1906	1910
113	3,011	14,000 conservatively.

No City in the Whole Empire can show Anything like this Record of Development.

School Attendance

1906	1907	1908	1909	1910
296	364	651	1113	About 1,500

Cheap Power

ARRANGEMENTS were recently consummated between the City Council and Power Company, for the damming of the South Saskatchewan River about thirteen miles below Saskatoon. The project will be rushed to completion with all possible dispatch when **Specially Cheap Power Will be Available for All Comers.** Meantime, power is supplied by the City at Moderate rates, large consumers receiving generous consideration.

Fuel

THE map will show that one may enter Saskatoon by rail from nine different directions. These diverse railway facilities nearly all constitute sources of coal supply. Consequently, coal for either **INDUSTRIAL** or domestic purposes is obtainable at reasonable prices which certain railway developments nearing completion will materially reduce.

Wholesale and Industrial Sites

THESE may be had at moderate figures, varying, of course, according to location. Spur facilities of the most convenient character are either already available or obtainable when required. The cost of securing a site in Saskatoon is by no means a serious consideration.

Railways

THAT SASKATOON is a great, natural railway centre will not be disputed after a glance at any reliable map. For several years, Saskatoon has retained the distinction of being the centre of the greatest railway construction in the entire world. This statement however extreme it may seem, is nevertheless absolutely correct.

Nineteen different new developments are at present under construction, or surveyed for early construction (See Booklet) all of which will materially enhance Saskatoon's already exceptional railway facilities.

Hudson Bay Line

WHOLESALERS and Manufacturers will not overlook the fact that Saskatoon will be on the direct route to Hudson Bay. The following table of distances merits thoughtful consideration :

			Miles.
Saskatoon to Montreal, rail			1,925
Montreal to Liverpool			2,760
			4,685
Saskatoon to Fort Churchill per Hudson Bay Railroad	700	miles	
Fort Churchill to Liverpool	2,960	miles	3,660
Distance Saved via Saskatoon and Fort Churchill			1,025

NOTE—Fort Churchill, Hudson Bay Terminal of Proposed H. B. Railway

Opens for Navigation .....Middle of July
Closes for Navigation .....Beginning of November

In the foregoing connection, do not forget that Saskatoon is at once the centre of the West, of the Province of Saskatchewan and of the great hard wheat belt. When operating, the Hudson Bay route will enable the import or export of goods to or from Saskatoon—the very Centre of the West—and the United Kingdom, in probably **LESS THAN ONE WEEK ! !** What a splendid potentiality !

Saskatoon's Operating Railway Outlets

1. North C. N. R. Regina-Prince Albert line.
2. South C. N. R. Regina-Prince Albert Line
3. East C. N. R. Winnipeg-Edmonton Line via Warman.
4. West C. N. R. Winnipeg-Edmonton Line via Warman.
5. South-West C. N. R. Saskatoon-Calgary Line
6. East C. P. R. Winnipeg-Edmonton Line

7. West C. P. R. Winnipeg-Edmonton Line
8. East G. T. P. Winnipeg-Edmonton Line
9. West G. T. P. Winnipeg-Edmonton Line.

Existing Industries

1000 Barrel Flour Mill
150 Barrel Flour Mill
Three Planing Mills
Interior Woodworking Plant
Saw Mill, etc.
Brewery, $125,000 Plant
Bottling Works
Aerated Water Works
2 Ice Companies
Cigar Factory
Nursery, 18,000 feet of glass

Two Cement Block Works
Brick Yard
Sand Lime Brick Plant
Marble & Granite Works.
2 Steam Laundries
Tent & Mattress Factory.
Roofing & Cornice Works
Vinegar Works
2 Machine Shops
2 Foundries
Etc., etc.

Debenture Statistics

TO SHOW that with all its phenomenal development, the City of Saskatoon has been most carefully and capably financed, the following figures are appended from the City Auditor's Report, dated 31st October, 1909 :—

Borrowing Power of the City at 20 per cent of net assessment in accordance with law			$1,631,271.40
Total Bonds Issued		$936,387.67	
Less Electric Light Bonds	$150,000.00		
Less Water Works Bonds	245,551.00		
Less Local Improvement Bonds .	189,471.00	585,022.00	351,365.67
Total Bonds Public Works and .. Local Improvements.....	$585,022.00		
General Debt		$351,365.67	
BALANCE OF BORROWING POWER			$1,279,905.73

1909 Western Grain Crops

Total Value—To the Farmer—of 1909 Western Grain Crops ..**$186,373,000**
This amount was contributed to by each of the **Three** Prairie Provinces as under:-

Saskatchewan	**$111,570,000**	or **59 9-10ths** per cent of total
Manitoba	62,151,000	or 33 3-10ths per cent of total
Alberta	12,652,000	or 6 4-5ths per cent of total

AVERAGE YIELDS PER ACRE 1909 CROP :

	Wheat	Oats	Barley	Flax
Saskatchewan	**22.1**	**47.1**	**32.1**	**13.9 bus.**
Manitoba	17.33	37.1	27.31	12.2[illegible] bus.
Alberta	20.2	39.7	23.5	10.1 bus.
Minnesota	16.8			
North Dakota	13.7			

Saskatoon is located in the very Heart of Saskatchewan's Choicest Lands

SASK

LOOSE LEAF
MANUFACTURERS

The Saturday [illegible] Press Print

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Saskatoonlets

MARCH 1917

DON'T HESITATE TO ASK QUESTIONS

concerning Saskatoon and District because, WE know that the more YOU know the more favorable your impression.

Therefore kindly write

THE COMMISSIONER

Board of Trade

Saskatoon

Province of Saskatchewan

Who will promptly and fully reply Canada

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Our Argument

EVEN admitting the exceptional nature of our opportunities, it is humbly submitted that what we have made of them in about seven short years, merits no reproach.

In 1903, Saskatoon's population was only 113; to-day, we have over 16,000 people.

Such phenomenal development does not happen by chance.

NOW, in the west, a city grows in proportion to the development of its tributary territory. Again, the value of the natural resources possessed by such territory is indicated by the rapidity and volume of settlement it attracts. Saskatoon and district illustrate the foregoing with peculiar aptness.

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NO CITY IN THE ENTIRE BRITISH EMPIRE CAN SHOW ANYTHING LIKE SASKATOON'S EXTRAORDINARY RECORD OF PROGRESS!!

NOTE—Kindly re-read the above, and write Commissioner Board of Trade, Saskatoon, for all information.

All this did Enterprise and Public Spirit accomplish in about SEVEN SHORT YEARS!

Saskatoon has:

NO OLD INHABITANTS to hinder progress.
An Honest, Far-sighted City Council.
An active, enterprising Board of Trade.
The strongest Strategic Geographical Location in the West—see any Map.
An exquisite natural charm.
A magnificent swift River of Purest Water.
Over 16,000 Population, moved but by
One Impulse—the City's Good.
Four Bridges over the River.
Three Trunk Railways.
Nine different Operating Railway Outlets—13 very shortly—controlling **45,000 square miles Wholesale Distributing Territory, stretching far into Alberta—indeed to within 98 miles of Edmonton, and**

embracing 184 thriving Towns and Villages (an increase of 28 in two years)—and 70,000 square miles Distributing Area on Local Manufactures.

Over 100 Wholesalers now Distributing from Saskatoon, of which 50 are in Implements.

SASKATOON'S STRATEGIC CENTRAL ISOLATION—**far removed from any other large point**—explains her undisputed, indisputable control of above enormous areas which the railway companies will confirm.

A well-awakened Industrial Life

Sixteen Passenger trains Daily arriving and departing at her Three Railway Stations.

Twenty mails each day received and distributed by post office.

Highly modern Sewer and Water Systems.

17.65 Miles of Sewers.

18.80 Miles of Water Mains.

The Latest and Best Fire Equipment Procurable.

Three Fire Halls.
Two Hundred Fire Hydrants.
Municipal Light and Power Plants.
9.75 miles Concrete Sidewalks. 8.20 miles Wooden Sidewalks.
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Fourteen places of worship.
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1,660 Scholars in Attendance, February, 1911
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St. Paul's Hospital—Grey Nuns.
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Four City Parks—Embracing 278.86 acres.
Thirteen Banks.
Three Trust Companies.
Two High Class Daily Newspapers.
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Building Statistics

1907	1908	1909	1910
$377,211	$115,625	$1,002,055	$2,817,771

City Assessment

1906	1907	1908	1909	1910	1911
$2,517,145	$6,621,337	$7,450,135	$8,156,357	$10,748,639	$13,000,000 (*conservatively*)

Population

1903	1906	1911 (February)
113	3,011	over 16,000.

No City in the Whole Empire can show anything like this Record of Development.

School Attendance

1906	1907	1908	1909	Feb. 1911
296	364	651	1113	1,660

City of Saskatoon

Net assessment for 1910 was		$10,748,639	
Net conservative estimate for 1911		13,000,000	
Borrowing power 20 per cent of do.			$2,600,000.00
Total Bonds Issued		1,510,687.33	
Less Elec. Light Bonds	$206,000.00		
Less Waterworks Bonds	364,551.00		
Less Local Improvements ..	327,576.80		
Total Public Works and Local Imp. Bonds		898,127.80	
General Debt less above		612,559.53	
Less Sinking Fund.....		63,024,76	
Total Liability on Borrowing power		$549,534.77	549,534.77
Balance of Borrowing Power			$2,050,465.23

Comparative Table

OF TOTAL CUSTOMS REVENUES OF TWELVE WESTERN CITIES for years ending 31st March 1906 and 31st March 1910, shewing individual increases for these five years.

SASKATOON far in the lead with the EXTRAORDINARY INCREASE of **703** per cent OR MORE THAN THE COMBINED INCREASES OF WINNIPEG, BRANDON REGINA PRINCE ALBERT, CALGARY AND EDMONTON, and 314 per cent greater than Lethbridge which comes second

	1905–06	1909–10	Per cent, increase
Saskatoon	**$15,215**	**$122,168**	**703**
Lethbridge	35,058	171,343	389
Regina	83,103	310,316	273
Medicine Hat	12,505	41,832	235
Moose Jaw	24,094	79,996	232
Edmonton	104,312	277,870	166
Calgary	269,153	655,243	143
Portage-la-Prairie	54,532	94,026	72
Brandon	151,624	235,359	55
Winnipeg	3,507,889	4,972,428	42
Fernie	65,854	91,103	38
Prince Albert	19,761	21,529	9
	4,343,100	7,073,213	63

Comparative Table

GIVING TOTAL POSTAL REVENUES OF THIRTEEN WESTERN CITIES for years ending 31st March 1906 and 31st March 1910, shewing individual increases for these five years.

SASKATOON far outstrips them all with the EXTRAORDINARY INCREASE OF **273** per cent; OR MORE THAN THE COMBINED INCREASES OF WINNIPEG, REGINA, BRANDON AND PORTAGE LA PRAIRIE, and 61 per cent. greater than Lethbridge which comes second.

	1905–06	1909–10	Per cent increase
Saskatoon	**$ 9,985**	**$ 37,204**	**273**
Lethbridge	9,042	28,216	212
Edmonton	25,494	75,046	194
Moose Jaw	12,708	33,697	165
Calgary	53,408	125,749	135
Regina	37,510	83,570	123
Prince Albert	7,616	15,518	104
Medicine Hat	7,476	15,198	103
St. Boniface	2,595	4,398	69
Winnipeg	419,012	695,051	66
Fernie	6,613	10,810	63
Brandon	35,974	53,299	48
Portage-la-Prairie	13,773	17,723	29
	$641,206	$1,195,479	86

Bank Clearings

of nine Canadian cities for three weeks prior to publication of this brochure. Note figures for Saskatoon, **the Seven-year-old Western Wonder City!**

Name of Place	Week ending Jan. 19th	Week ending Jan. 26th	Week ending Feb. 2nd.
Halifax	$ 1,749,381	$ 1,461,670	$ 1,454,996
Montreal	42,877,932	39,969,194	40,687,297
London	1,501,262	1,316,119	1,189,818
Winnipeg	17,177,590	15,583,701	15,980,400
Brandon	504,554	362,327	435,717
Regina	891,331	852,927	1,039,482
Saskatoon	**757,547**	**759,271**	**1,098,595**
Calgary	2,680,443	3,944,433	2,531,317
Edmonton	1,335,541	1,375,581	1,332,785
	$69,475,581	$65,625,223	$65,750,407

Cheap Power

AS a result of an arrangement between the City and The Saskatchewan Power Company, preliminary work has now commenced on the damming of the South Saskatchewan River about thirteen miles below Saskatoon. The project will be rushed to completion with all possible dispatch when **Specially Cheap Power will be Available for all Comers.** Meantime, power is supplied by the City at moderate rates, large consumers receiving generous consideration.

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Twenty different developments are at present under construction or surveyed for early construction, (see Booklet) all of which will materially enhance Saskatoon's already exceptional railway facilities.

Saskatoon's Railway Business has shown an Increase of 200 per cent. within Two Years

Hudson Bay Line

WHOLESALERS and Manufacturers will not overlook the fact that Saskatoon will be on the direct route to Hudson Bay. The following table of distances merits thoughtful consideration:

		Miles
Saskatoon to Montreal, rail		1894
Montreal to Liverpool		2760
		4654
Saskatoon to Fort Churchill per Hudson Bay Railroad	700 miles	
Fort Churchill to Liverpool	2960 miles	
		3660
Distance saved via Saskatoon and Fort Churchill		994
Should Fort Nelson be finally selected as H. B. terminal the distance saved would be		1061

NOTE—Fort Churchill proposed Hudson Bay Terminal H. B. Railway

See page 16

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Closes for Navigation .....Beginning of November

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